

Commercial.

THIS DAY.

A fair business in Banks has been put through this morning at 105 per cent. premium for the end of the month, and also at 200 for August 31st, the stock leaving off firm with buyers at these rates. A few Union Insurance shares are on the market at 650, and Vanities are rather weaker with sellers at 1075. Hongkong Fire have retrograded considerably, offers to sell at 1350 failing to secure purchasers. Docks are steadily increasing in popular favor; business has been arranged at 57 per cent. premium, and further shares could without difficulty be placed at that figure, but holders refuse to sell at a lower rate than 58. Steamboats have been made the medium of a goodly number of cash transactions at 50 and latterly at 51 per share premium, leaving off in strong request at the higher quotation. China Sugar have changed hands at 195 for the end of the month, but there are still sellers at that rate. Nothing else of any importance has come under our observation.

There is very little to add to our morning report. A line in Banks has been booked at 198 for July, and there is still an enquiry for the stock at 105 for the end of the month. China Sugars have been sold at 194, but more shares could easily be placed at that rate. Luzons have changed hands at 78—a very small lot—and there are more shares on offer at the price.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—154 per cent. premium.
Hongkong and Shanghai Bank—New Issue—152 per cent. premium.
Union Insurance Society of Canton—\$60 per share, sellers.

China Traders' Insurance Company—\$1,475 per share, buyers.
North China Insurance—Tls. 1,500 per share, Canton Insurance Company, Limited—\$120 per share, sellers.

Yangtze Insurance Association—Tls. 1075 per share, sellers.
Chinese Insurance Company—\$215 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$1,750 per share, sellers.
China Fire Insurance Company—\$380 per share, sellers.

Hongkong and Whampoa Dock Company—57 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$1 per share, premium, sales and buyers.

China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$165 per share, sellers.

Indo-China Steam Navigation Company, Limited—100 per cent. dis. sellers.
China Sugar Refining Company, Limited—\$194 per share, sales and buyers.

China Sugar Refining Company (Debtors)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$78 per share, sales and buyers.
Hongkong Ice Company—\$163 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

ON LONDON.—Bank, T. T. 3/4
Bank Bills, on demand 3/4
Bank Bills, at 30 days' sight 3/4
Bank Bills, at 4 months' sight 3/4
Credits, at 4 months' sight 3/4
Documentary Bills, at 4 months' sight 3/4

ON PARIS.—Bank, T. T. 4/6
Bank Bills, on demand 4/6
Bank Bills, at 30 days' sight 4/6
Bank Bills, at 4 months' sight 4/6
Credits, at 4 months' sight 4/6

ON SHANGHAI.—Bank, T. T. 2/4
Bank Bills, on demand 2/4
Bank Bills, at 30 days' sight 2/4
Bank Bills, at 4 months' sight 2/4
Credits, at 4 months' sight 2/4

OPIMUM MARKET.—THIS DAY.
New Malwa per picul, \$530
(Allowance, Tails 112.)
Old Malwa per picul, \$555
(Allowance, Tails 40.)

New Patna per chest, \$616
Old Patna (first choice) per chest, \$600
Old Patna (second choice) per chest, \$590
Old Patna (bottom) per chest, \$602
Old Patna (without choice) per chest, \$592

New Benares (high touch) per chest, \$580
New Benares (low touch) per chest, \$570
New Persian per picul, \$425
(Allowance, Tails 24.)

Old Persian per picul, \$375
(Allowance, Tails 8.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

HARMONIC.

TERMINAL.

Barometer.

Thermometer.

Direction of Wind.

Force.

Shipping.

ARRIVALS.

JORGE JUAN, British steamer, 522, Thebaud, 21st June, Manila 19th June, General—Russell & Co.
LIDO, British steamer, 620, Lewis, 22nd June, Haiphong 19th June, General—Adamson, Bell & Co.
MONGKUT, British steamer, 83, P. R. Loff, 21st June, Bangkok 16th June, General—Yuen Fat Hong.
FOOKSANG, British steamer, 990, Hogg, 22nd June, Canton 21st June, General—Jardine, Matheson & Co.
EURENFEIS, British steamer, 1,588, Fischer, 22nd June, Saigon 18th June, Rice—Melchers & Co.
ALWINE, German steamer, 400, Thiesen, 22nd June, Canton 21st June, General—Wieler & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Felling, British steamer, for Saigon.
Danube, British steamer, for Swatow, &c.
Benary, British steamer, for Saigon.
Fuyew, Chinese steamer, for Shanghai.
Fooksang, British steamer, for Shanghai.
Kunamoto Maru, Japanese steamer, for Nagasaki.
Asadoh, British steamer, for Hogo.

DEPARTURES.
June 22, Fuyew, Chinese gunboat, for Canton.
June 22, Wei-yuen, Chinese g-b., for Shanghai.
June 22, Actio, Danish steamer, for Hoibow.
June 22, Welle, German steamer, for Hoibow.
June 22, Neptun, British steamer, for Shanghai.
June 22, Fuyew, Chinese steamer, for Shanghai.
June 22, Danube, British steamer, for Swatow and Bangkok.
June 22, Kunamoto Maru, Japanese steamer, for Nagasaki, &c.
June 22, Telian, British bark, for Whampoa.
June 22, Asadoh, British steamer, for Hogo.

PASSENGERS ARRIVED.
Per Lido, str. from Haiphong—47 Chinese.
Per Fooksang, str. from Manila—Chiarini's Circus, 24 Europeans and 24 Chinese on deck.
Per Mongkut, str. from Bangkok—233 Chinese.
Per Ehrenfels, str. from Saigon—66 Chinese.

REPORTS.
The British steamship Fooksang reports left Manila on the 19th instant. Had calm and fine weather throughout.
The British steamship Lido reports left Haiphong on 19th instant. Had calm and light winds from Haiphong to port.
The British steamship Mongkut reports left Bangkok on the 16th instant. Had light variable winds and fine weather throughout the passage.

Post Office.

A MAIL WILL CLOSE.
For Saigon—Per Benary, to-day, the 22nd instant, at 5 P.M.
For Pakhoi—Per Ping-on, to-day, the 22nd instant, at 5 P.M.
For Nagasaki and Yokohama—Per Zambesi, to-morrow, the 23rd instant, at 11.30 A.M.
For Shanghai—Per Fooksang, to-morrow, the 23rd instant, at 3.30 P.M.

For Kudat and Sandakan—Per Thales, to-morrow, the 23rd instant, at 3.30 P.M.
For Saigon—Per Fuyew, to-morrow, the 23rd instant, at 4.30 P.M.
For Fookchow, Sydney, Melbourne, Adelaide, &c.—Per Ocean, to-morrow, the 23rd instant, at 5 P.M.
For Swatow, Amoy, and Fookchow—Per Douglas, on Tuesday, the 26th instant, at 11.30 A.M.
For Port Darwin, Brisbane, Sydney, and Melbourne—Per Whampoa, on Monday, the 2nd July, at 3.30 P.M.
For Port Darwin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney, Melbourne, &c.—Per Naples, on Thursday, the 5th July, at 5 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
OCEAN, British steamer, 750, Thomas, 16th June, Saigon 11th June, General—Tung Kee & Co.
ANNAM, Annamite steamer, 317, Yuen Man, 17th June, May—Kwongnam 4th May, General—Order.
BELLONA, German steamer, 789, W. Schaefer, 20th June, Saigon 16th June, Rice—Siemssen & Co.
BENARY, British steamer, 1,119, Le Bouillier, 15th June, Saigon 11th June, Rice—Gibb, Livingston & Co.
CITY OF RIO DE JANEIRO, American steamer, 2,275, W. B. Seabury, 14th June, San Francisco 17th May, and Yokohama 8th June, Mails and General—M. S. S. Co.
FEIMING, British steamer, 752, W. N. Allison, 12th June, Bangkok 5th June, General—Yuen Fat Hong.
FERONIA, German steamer, 1,115, F. Nagel, 20th June, Nagasaki 15th June, Coals—Siemssen & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June, Touron 15th June, General—Chin-ness.

MEDUSA, Austro-Hungarian steamer, 1,775, J. Raguly, 18th June, Trieste, and Singapore 14th June, General—Melchers & Co.
NAPLES, French steamer, 435, A. Garceau, 16th June, Haiphong 13th June, and Hoibow 15th, General—Shing Loong & Co.
NAPLES, British steamer, 1,474, G. Willis, 20th June, Saigon 16th June, Rice—Geo. R. Stevens & Co.
OCEAN, British steamer, 1,039, R. R. Brown, 14th June, Saigon 8th June, Rice—Adamson, Bell & Co.
PASIG, Spanish steamer, 160, Don Leoncio Aguila, 14th June, Manila 10th June, Ballast—Remedios & Co.
PING-ON, British steamer, 175, A. A. McCashin, 21st June, Pakhoi 18th June, and Hoibow 20th, General—Russell & Co.
SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
SHERARD OSBORN, British steamer, 875, Worcester, 21st June, Shanghai 5th June, and Fookchow, Telegraph Cable—E. E. A. & C. Telegraph Co.
THALES, British steamer, 820, T. G. Pocock, 21st June, Swatow 20th June, General—D. La-praik & Co.
VESPASIAN, British steamer, 791, Alfred Speller, 16th June, Saigon 11th June, Rice and Paddy—Captains.
VINDOBALA, British steamer, 1,134, S. H. Stuart, 2nd June, Shimonski 27th May, General—Captains.
YOTUNG, British steamer, 286, H. Kennett, June 22nd, Quangel 19th June, General—Kowak, Leong & Sons.

ZAMBEZI, British steamer, 1,450, L. H. Maule, 10th June, Yokohama 6th June, Mails and General—P. & O. S. N. Co.

SAILING VESSELS.
ABBEY CARVER, American bark, 983, Pendleton, 15th April, Newcastle, N.S.W., 21st Feb., Coals—Siemssen & Co.
ADRIAN CARLTON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coals—Arnold, Karberg & Co.

CANTON.
FUYEW, Chinese steamer, 920, Croad, 17th June, Shanghai 14th June, General—C. M. S. N. Co.

WHAMPOA.
TETUAN, British bark, 438, Hyne, 11th June, Newchwang 22nd May, Beans and Peas—Wieler & Co.

RIVER STEAMERS.
Hankow, British steamer, 2,235, Ogston—Bygh, 18th and 19th.
Honam, British steamer, 1,377, T. Benning, Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Klu-kiang, British steamer, 617, A. Benning, Hongkong, Canton, & Macao Steamboat Co.
Klung-chow, British steamer, 169, Goggin, Hongkong, Canton, & Macao Steamboat Co.
Pawan, British steamer, 1,890, Hayward, Hongkong, Canton, & Macao Steamboat Co.
Spaw, British steamer, 1,400, Hongkong, Canton, & Macao Steamboat Co.
White Cloud, British steamer, 527, Hongkong, Canton, & Macao Steamboat Co.
Vol-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

AMOI.
In Port on 15th June, 1883.
Amoy, German schooner, 314 (Thetson)—H. A. Petersen & Co.
Glenry, British schooner, 283 (Thompson)—G. H. Wapaus, British bark, 533 (Schroder)—Pasdag & Co.
Helene, German bark, 450 (Kosow)—Boyd & Co.
Hilda, British bark, 306 (Richter)—Pasdag & Co.
Hilda Maria, German bark, 275 (Tennia)—Pasdag & Co.
Hugo & Otto, Norwegian bark, 371 (Kood)—H. A. Petersen & Co.
Louisa, French schooner, 300 (Lemoina)—Pasdag & Co.
Roderick Hay, British bark, 290 (Nicolson)—H. A. Petersen & Co.
Theresa, German bark, 392 (P. Carensen)—H. A. Petersen & Co.

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Capable of Condensing Three Thousand Gallons per day.
Apply to G. FENWICK & Co., Victoria-Foundry.
Hongkong, 25th April, 1883. [328]

FOR SALE.
H. MUMM & Co.'s CHAMPAGNE.
QUARTS..... \$22 per Case.
PINTS..... \$23 per Case.
Apply to MELCHERS & Co.
Hongkong, 2nd March, 1882. [8]

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAIR & SONS' MERCHANT NAVY BOILED LONG FLAX CROWN.
ARNOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [469]

FOR SALE CHEAP.
FIVE TO SIX HUNDRED TONS COKE
IN LOTS FROM ONE TON UPWARDS.
COAL TAR IN BARRELS.
CHOY CHEW, 239, PRAYA WEST.
Hongkong, 5th April, 1883. [262]

Intimations.

HONGKONG HOTEL.
HAIR DRESSING SALOON.
MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.
He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.
HAIR CUTTING 50 Cents.
SHAMPOOING 25 " "
SHAVING 25 " "
TRIMMING BEARDS 25 " "
LADIES' HAIR DRESSING SALOON.
MR. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies; or at their own Residences at MODERATE CHARGES.
Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.
Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—
EVERY DAY \$4.00 Per Month.
EVERY OTHER DAY \$3.00 " "
TWICE A WEEK \$2.00 " "
Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.
The Saloon is cool and airy,

THE FIRE BRIGADE ON THE WAR PATH.

OUR "FIRE SPECIAL."

It is said that the greatest wish of the Mahomedan is to "see Mecca and die." Without in any way wishing to hint that the sight of the Holy City—where Mahomet overthrew the three famous idols, Laila, Alora, and Menah—exists, I am inclined to the belief that on the face of this terrestrial sphere there are many sights to be seen as equally refreshing to the strained eyeballs of the weary pilgrim, as the first glimpse of the glittering minarets of the sacred temples of "the faithful." There is a common saying in England that one "should see Paris and live," which, I take it, is a very much more reasonable wish than that fanatical desire of seeing the fabled wonders of the Arabian mosques and then tranquilly departing to the vast beyond. As I have already written, there are many strange things in the world one would like to witness, and I am about to briefly describe a local marvel which will probably create some sensation hereafter. Mecca is doubtless a wonderful place, with its mysterious superstitions carrying such tremendous influence amongst millions of the human race; Paris, with its glittering splendour and never-ceasing gaiety, possesses manifold charms to numberless votaries of pleasure and enjoyment; Napoleon at Jena, and Wellington at Waterloo must have been, and Mount Vesuvius in full eruption and Her-Nells Johnson in Charing Cross are sights to be seen and remembered—but all these wonderful things pale their ineffectual fires before the magnificent spectacle presented by Mr. H. E. Wodehouse, in a white flannel jacket and brass helmet (of the ancient Roman type) directing the operations of the Hongkong Government Brigade on a summer afternoon with the thermometer in the shade registering some 90 degrees. "Et tu, Brute!"

When the worthy police magistrate and coroner was plucked from his responsible, and lowly he it spoken, exceedingly remunerative position of Superintendent of the Government Fire Brigade, Mr. Creagh retired, could not help thinking, knowing that the new "boss" knew less practically of the business than the humblest workman in the Brigade, that a nice little "job" had been quietly perpetrated. That is still my opinion. However, although the custom of putting men into positions for which they are in no manner suited is much to be deprecated, nobody can blame Mr. Wodehouse for jumping at a good thing when he had the chance. And it is satisfactory so far to know that the new Superintendent has been striving hard, if not with any great success, to make himself acquainted with the technicalities and practical working of fire-extinguishing appliances. A lot of faults can be overlooked and forgiven if a man is known to be trying his best to overcome the difficulties of his position.

Theoretically Mr. Wodehouse may be a capital chief of the Fire Brigade. It is understood that he differs entirely from the policy of his predecessor in office, holding the opinion that Mr. Creagh's management of things generally was altogether erroneous. That shows self-confidence, at all events. Still it must be honestly admitted that the retired fire chief is not a very competent man to superintend the practical operations of the Brigade at a fire. Mr. Wodehouse is even further from it, than—well, it is hardly worth while raking up old grievances.

There was great excitement in certain districts of the colony yesterday afternoon. At half past five o'clock to the minute the fire engines were at the door of No. 5 Station, and in double quick time several of them shaped a course up the hill towards Staunton and Bridges Streets. No. 1 Steam Engine immediately commenced to get up steam, and in a very few minutes was ranged along the Praya Long line of hose, and was quickly laid out from all the engines, right away to Bridges Street, directly opposite the site of the new Central School, the whole of the operations being carried out by some 150 coolies under the superintendence of the various European firemen, in a most workmanlike fashion. From the time the alarm was given, the whole of the connections from the Praya to Staunton Street were completed in about eleven minutes, which, under all circumstances, must be considered good work. The streets were crowded with spectators who gazed in wonderment at the proceedings, no signs of fire being visible. There was nothing to be alarmed at; it was only a "surprise" fire brigade practice, arranged by the Superintendent to test the efficiency of his staff. The idea was doubtless to try the Brigade under conditions similar to those at an ordinary fire, but as a lot of preliminary arrangements had to be made, such as having the engines ready, the volunteer coolies waiting for the signal, and the firemen at their respective posts, the "surprise" part of the business was all but gone. Besides, if the efficiency of the Brigade required to be put to a test, the fire should have been made to break out at night, no preparation having been made excepting the plan of operations mapped out by, and known to the Superintendent alone.

Without disputing Mr. Wodehouse's superior wisdom I really cannot see the utility of dragging out a number of men clad in thick clothes, under a burning sun like that of yesterday afternoon, to take part in what can only be characterized as a farce. The excitement and crowding attendant on all fires was entirely absent; the firemen knew they had a mere game to go through, and they quietly did all that was required as a mere matter of routine. There is no difficulty in the way of experienced men laying out the hose, especially when it is broad daylight, with a clear course and the fire only an imaginary one. What actual practice was there in one man getting up and down the street in his brass helmet and white flannel jacket, ordering and counter-ordering, and getting here and there, and apparently ignorant of the ordinary routine and the names of the various implements in use, nearly drove me into a fit. And when the worthy Superintendent, after ordering the hose to be taken up in Staunton Street, called for his chair to convey him about fifty yards down the hill to the next thoroughfare, where another engine was stationed, the thought struck me forcibly that a feathered warrior who could not walk such a short distance with his men would show very poor advantage on the crawling rafters of a burning house, with the hose playing in all directions, and the responsibilities of a city's safety on his shoulders.

There is no earthly reason why Mr. Wodehouse should not in course of time make a capital chief of the Fire Brigade. Experience can only be obtained by practical work. But I might suggest that, before introducing wholesale innovations in the working of the Brigade, some acquaintance with the system of extinguishing fires, and the use of the appliances used, is absolutely necessary. Instead of ignoring the good work done by his predecessor, the new Superintendent

might with advantage take a few useful hints from Mr. Creagh's system of managing the important work entrusted to him. Plenty of practices will no doubt keep the men in good condition; but they should not be held under a burning sun, nor under similar auspices to those of yesterday. A custom that produces good effects on board ship, is not necessarily advantageous in a crowded city, nor are the cases similar in any way. If Mr. Wodehouse wishes to hold frequent practices, the Happy Valley would be a first rate place for the operations, as he would there have a clear field and plenty of water. At all events, "surprise" practices of yesterday's sort do not produce sufficient practical advantages to justify the blocking of half a dozen streets, and consequent stoppage of traffic. It must be admitted that the men worked splendidly, and deserved great credit for exertions which must have been unusually trying under a burning sun.

THE FRENCH AND GERMAN PRESS ON THE TONGKING QUESTION.

The Paris *Soleil* asks why are we (France) exposing ourselves with a light heart to a war with China, which has a population of 300,000,000, and an army of 600,000 men, trained by German officers, and provided with English guns and rifles? China has made great progress since the Anglo-French expedition of '60 and the battle of Pailkoo. She is now in a position to stand a great war. And we, without any interest that we have in it, are about to provoke a nation with which Russia, not so very long ago, treated as with an equal. We shall certainly get the better of the Chinese, but only at a sacrifice of many millions of francs and many thousands of men. And, even after obtaining a long succession of military triumphs we shall never gain greater advantage than those secured by M. Bourde by diplomatic means, and without firing one shot. The *Liberté* says:—We shall not attempt to persuade the Government of the majority to abandon the proposed expedition. Our honour is at stake. A handful of Frenchmen has just performed glorious feats of arms to obtain respect for our flag and flag, and to maintain the rights secured to us by treaties. We cannot forsake them now, but let there be no mistake about this. We are beginning a work which will prove far more difficult, protracted, and costly than is represented in the enthusiastic report of M. Blancpain, who is guiding the pill, and sprinkling with honey the cup from which we must imbibe a bitter draught. The *Paris*, on the other hand, says:—China will not dare to stir. If China

so much as enter upon a campaign in the south she would be beaten, and in the north against her ambitious neighbours. France's natural allies, would doubtless take advantage of her position, and strengthen themselves at her expense. No (concludes the *Paris*) we are not afraid of the Chinese bogey. The English must discover another one, or, better still, be content to refrain from meddling in our affairs, which are no concern of theirs. The *Nation* says:—From information received at the Quai d'Orsay it appears that China's protests will retain their purely Platonic character. After its recent experience, it is scarcely likely that the Peking Government should complete the despatch of fresh troops to Tongking. It will be remembered that in February last, the Chinese army which had been sent to the Emperor Tu Duc was compelled to return suddenly to the frontier for the purpose of suppressing a revolt that had broken out in Kuang Si. But after meeting the "Black Flags," "Yellow Flags," and other bandits, the troops of the Celestial Empire had contracted such habits of insubordination that their commander, Orang, was obliged to make examples of many of them, with a view to restoring discipline. We are now informed that the insurrection in Kuang Si has been put down, but hundreds of soldiers have been condemned to death and drowned. This incident proves that the Chinese Government could hardly reckon on its troops if their services were again required. The *Silke* maintains that China has absolutely no right to interfere in Annam. If she ever regarded Annam as a vassal, she should have protested in 1874, when Tu Duc accepted the French protectorate. The *Parlement*, while anxious for the honour of the national flag, doubts whether the execution of the plan for bringing the Emperor Tu Duc to reason will be found compatible with the limits to the occupation professed by the Government. The *Moniteur Universel* (an Orleanist organ) declares that, occupied as France now is with the Congo, Tunis, Tongking, and Madagascar, she is at the mercy of any unforeseen incident that may arise. Where would she be if serious complications were to occur in Europe? M. Rochefort in the *Transvaal* protests with all the vigour at his command against the extraction of five millions by the denizens of the Government, in favour of an undertaking which he, with his usual originality, terms "many-coloured, owing black flags, yellow fever, and the Deputy Blancpain."

The Berlin *National Zeitung* intimates its opinion that France ought to give Germany and her allies credit for forbearance in the matter of French colonial policy. "In reference to Tongking and the Congo," says the Liberal organ, "the French will at any rate be able to convince themselves that neither Germany nor any other member of the Tripartite Alliance, is directly or indirectly placing any obstacles in the way of their colonial policy, while English influence may very easily make itself felt, both in stirring up the resistance of the Chinese in regard to Tongking and of the natives on the Congo." The Ministerial *Kreis Zeitung* concludes a friendly article on Tongking in the following words:—"We hope that France may have reason to be as well satisfied with the end as with the beginning of the expedition, and that in that distant land the restrictions imposed upon the action in the affairs of Europe. We think, moreover, that the European civilisation, whose colours they are there about to unfold, will enable them to overcome the temporary difficulties in their way, though they seem, perhaps, to think too lightly of China."

MAILS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *City of Tokio*, with the next American mail, left Yokohama on the 25th instant, and is due here on the 26th.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Teba* left Singapore on the 16th instant, and may be expected here on the 23rd.

The steamship *Eurus* left Sydney for Hongkong, via Queensland Ports and Port Darwin, on the 26th ultimo, and is expected to arrive here on or about the 24th instant.

The Eastern & Australian Steamship Co.'s steamer *Mermaid* left Port Darwin for Hongkong on the 25th instant, and is due here on the 25th.

The Ocean Steamship Co.'s steamer *Orestes*, from London, left Singapore on the 19th instant, and is due here on the 26th.

The Union Line steamer *Oxfordshire*, from London, left Singapore on the afternoon of the 26th instant, and is due here on the 27th.

The Ocean Steamship Co.'s steamer *Ulysses*, from Liverpool, left Singapore on the 21st instant, and may be expected here on the 28th.

A MILITARY PROGRAMME.

A message from the Emperor William to the Reichstag, 15, says the *Morning Call*, constructed in London and Berlin as an indication of the purpose of the Emperor to enter upon a military programme against France upon the first symptoms of political disturbance in that country. The message which has caused this uneasiness recommends legislation in favor of the working classes, and is assumed to be intended to prevent the working classes in Germany from cutting out work for the military nearer at home. Precisely on what ground Germany proposes to send an army to France to overthrow one government or inaugurate another is not apparent to American observers of events. In critical disturbances occur elsewhere than in France without calling the Emperor into action. foreign monarchs, and it is not clear why France should be made an exception. The truth probably is that all the monarchs in Europe are simply waiting for a good excuse to move against France, and re-establish the monarchy. Germany, especially, doubtless hopes to place the Bourbons under such an obligation by restoring that family to the throne that popular feeling in France, which is regarded as a threat to Germany, will not influence the government. Germany is ready for war now, but is not certain to be ready at all times within the next twenty years. It is perfectly anxious to settle the account once for all time. The Emperor will be a very fortunate man, however, if he does not encounter opposition at home in the policy he is supposed to have outlined. Whether or not it is true that the secret societies, which are known to exist in Russia, Germany and France are international in the details of their organizations, they are unquestionably in sympathy with each other, and have in the main a common purpose. That purpose will not be advanced by the re-establishment of the monarchy in France, and the reigning family in close relations with the reigning family in Germany. The movement attributed to the German Emperor can have no other purpose than to cement the relations of the reigning families in Europe, so as to present a more united front to the conspirators who are working for their overthrow. Any military programme which may be laid out under such inspiration will not take the form of a war between nations but among classes. Germany may overthrow the republican Government of France, but the German working classes will feel that the blow is directed against themselves quite as much as against France.

A LIMEKILN CLUB LECTURE ON ECONOMY.

"I would inform the club," said the President, as another starch box was dropped into the stove to warm up the back townships, "that de Honorable Polydorus White of Grenada, Miss, am in de any manner." De gentleman above said his night on top of a freight car. His object in visiting de Limekiln Club was to deliver a lecture on "Economy." He has offered to deliver it before de club for the sum of five cents, which is a cheap price for any sort of a lecture, on any sort of a subject. But I have informed him that we do not want it. It is plain to me that he has bin economizin' radder too much. In place of an overcoat he has a yaid of brass watch chain. In place of three meals per day he seems to prefer one meal and two drinks of whisky. While de heels of his boots am all run over, he wears a glass diamond under his chin. While his trousers am patched before his behind, he sports a gilded watch that probably cost \$6. He has decided not to economize in de way of city-five cents but to 'cep' de offer of de Limekiln Club. What de moos' of us doan' know 'bout economy no stranger wid a stiff knee kin dem 'long an' teach us. When a member of de club keeps 'fo' ch'il'n in skule, pays rent, has a Sunday suit, eats oysters twice a week, an' doan' owe de butcher or grocer, an' all on a salary of \$6 per week, I reckon he has got de economy business down to as fine a p'nt as it kin be worked. De committee on Reception of Statesmen will p'ceeded to de any room in de Limekiln Club, de Hon. Polydorus White dat we have decided not to let de lecture be given at de club. Tell him dat he had better leave de city on some of de night trains. Tell him dat his lecture will probably draw crowded houses in Toledo an' Cleveland."—*Detroit Free Press*.

BORACIC LAGOONS IN ITALY.

An interesting report upon the springs in the province of Pisa, Italy, which yield boracic acid, has recently been issued by the United States Consul at Leghorn. The district in which the springs occur belongs entirely to one owner, the Count de Lardare, who in his seven "boracic" villages has most conscientiously looked after the welfare, moral and social, of his workpeople. Although the waters of the neighborhood contains most extensive borax deposits, it is not from these sources that the most abundant supplies are obtained, but from artesian wells, which invariably strike the borax vein at a short distance from the surface. The boring, however, is carried down until the well yields water, when the machinery is withdrawn and water let into the shallow pond previously dug around the borehole. This water becomes heated up to boiling point and impregnated with the borax, which is then evaporated in a series of shallow metal pans, from 12 to 20 in number, arranged like a cascade. The borax as it reaches the bottom pan is half solidified, and when cold has the appearance of being frozen over with a skin of rotten ice. This skin is removed and strewn on the floor of a drying-house, heated by hot pipes, and by this means the borax becomes crystallized. The lagoons have a most peculiar aspect during the time of the borax. When full of water the boiling is continuous, rising to some feet in height, and the vapor is unpleasant from its sulphurous odor. The smell of sulphur, indeed, pervades everything about the establishment, and everything in the shape of metals is greatly affected. The brass instruments of the workmen's band are thickly coated with it; silver watches look more like plated up to being pointed out the lens of the borax, which is then evaporated in a series of shallow metal pans, from 12 to 20 in number, arranged like a cascade. 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NOTICES TO CORRESPONDENTS.

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Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1883.

Our evening contemporary went into rhapsodies the other night over some wonderful improvements which, it said, had been effected at Causeway Bay by the express command of His Excellency the Governor. We were authoritatively informed by the reliable print that the whole of the junk had been cleared out of the bay by the police, the junk people receiving at the same time the staggering information that they were only allowed to anchor there during typhoon weather. In consequence of this wonderful display of administrative wisdom in the cause of practical reform, the *China Mail* remarked that "a fine open expanse of water was to be seen in place of the great crowd of dirty and stinking sampans." Our able contemporary, it appeared, must have been "nosing" round in very close proximity to the objectionable sampans to be so well acquainted with the peculiarities which he delicately describes as "dirty and stinking." However, as we happen to know from past experience that the saintly and sweet smelling *China Mail* will lie like truth on the slightest provocation, and as we further could not believe that Governor Bowen had shown so little judgment and such slight consideration for the interests of a poor but industrious class of the native community as to send them away from what is a safe and convenient anchorage, to be exposed to the full sweep of the Ly-e-moon current, outside the hideous and altogether useless structure, facetiously styled a breakwater by professional experts, we thought it advisable to see with our own eyes what had actually been done. In the "fine expanse of open water" we counted last night more than fifty junks and sampans, and the only change we noticed from the old state of affairs was in the sampans which used to be drawn up close to the Shau-ki-wan Road, adjacent to Whitfield Police Station. These, with a few exceptions, had been removed—a few hundreds yards past the station, where they were drawn up in a long line on the sea shore, completely spoiling the appearance of the only presentable driving road in the outskirts of the city. We also observed a larger number of craft than usual anchored outside the so-called breakwater. We readily admit that Causeway Bay in its present condition is little short of a disgrace to the Colony, and for this, official professional incompetency is mainly to blame. The place is a wretched swamp, and probably a hot-bed of malaria and other diseases. A few years ago it was a beautiful bay, affording a safe anchorage in almost all kinds of weather for a large fleet of native craft. The construction of a

huge pile of masonry, to answer the purposes of a breakwater, and thus to form a typhoon refuge, was determined on by the able and energetic official who has done so much for Hongkong (Ye Gods!) and eventually carried out; only a very trifling error was made in placing this heaven-sent barrier in a place where it is utterly useless, an eyesore, and a complete nuisance, instead of some three hundred yards further out in the sea, where it would have practically answered the purposes for which it was specially designed and constructed. In its present position it breaks the water so effectually that what is known as Causeway Bay is simply a lake of mud with a few patches of water here and there over its surface. The Surveyor-General's expensive "white elephant," whatever other merits it may not possess, can certainly claim to have effectually shown what an easy matter it will be to reclaim the entire bay, stretching from the China Sugar Refinery on the one side to Whitfield Station on the other. This may be satisfactory enough, but as the costly structure was designed as a breakwater, to form a safe harbour for Chinese craft, and not as a continuation of the Praya wall, we are not so certain that any credit belongs to the genius who is responsible for the "typhoon-refuge," for what is a pure accident.

It may, we think, be reasonably assumed, after the public utterances of Governor Bowen on the subject, that an attempt will shortly be made for the reclamation of this dismal swamp. In such case the breakwater will be extended on both sides sufficiently to keep out the water, and then the necessary filling-in can be at once proceeded with, and without difficulty. What uses will be made of the reclaimed ground is not quite apparent just now, but doubtless it can be advantageously utilised. But with Causeway Bay abolished, where are the myriads of junks and sampans that swarm in our harbour to find a safe refuge during the typhoon season? There are one or two inlets on the opposite shore which afford some protection, but not nearly sufficient for the protection of the whole of the native craft; it is not always such an easy matter for small boats to get over to these havens of shelter in heavy weather. Bowrington Canal has been allowed by sheer neglect to become utterly useless, although only a few years back it was always crowded during the autumn with sampans and other small craft. The sand has been allowed to accumulate and slit up to such an extent that this typhoon refuge, originally constructed at a heavy outlay, is even in worse plight than what was once Causeway Bay.

As the typhoon season is close upon us, it is the duty of the Government to see that every possible provision is made for the protection of our numerous boating population. The disasters of 1874 might easily be repeated, and for any great loss of life a heavy responsibility would certainly rest on the shoulders of those at whose instance these shelters were abolished. In the meantime we really cannot see why the native craft at East Point should not be allowed to avail themselves of the sheltered position of Causeway Bay at all times and seasons. Steps should of course be taken to prevent the boats from being hauled up on the roadsides and thereby becoming a nuisance, but it seems to us that they have a perfect right to anchor inside the breakwater if they choose. In any case it is certainly not an improvement on the old arrangements to have a crowd of these boats ranged along the sands on the best part of the Shau-ki-wan Road.

TELEGRAMS.

LONDON, 20th June.

MADAGASCAR.

The Malagasy having rejected an ultimatum, the French Admiral proceeded to capture Tamatave, which was done without loss, as the Hovas fled.

LOCAL AND GENERAL.

"UNCLE TOM'S CABIN" has been kept over for our next issue.

The letter on "Mr. Lisier and Chinese in Hongkong" will appear to-morrow.

A REGULAR Lodge of Victoria, No. 1026, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely.

THERE is no truth in the statement of the Paris *Temps* that the British Government had approved the abandonment of the provinces of Darfour and Kordofan, or proposed to mediate between the Egyptian Government and the Mahdi.

RUMOURS of the dangerous illness of the Shah of Persia have drawn from Nazare Aga, the Persian Minister, the following letter to the *Solo*:—"The health of the Shah is completely restored, and the order of succession being regulated, no complication is to be feared." It must strike every reader that the Shah is quite well, there was no pressing occasion to speak of a question of succession.

THE extraordinary number of acquittals of persons committed for trial in Portugal is stated by the compiler of the official statistics to "threaten the whole social system with grave dangers." The number has slightly diminished, but it still amounts to nearly 35 per cent, as against 20 per cent, 24 per cent, and 26 per cent in the neighbouring countries of France, Italy, and Spain respectively. Among the principal reasons of the difference are said to be the excessive severity with which the law punished certain crimes and the leniency of juries.

We are sorry to learn that a quarter-master of the British steamer *George Juan* fell into the water while the vessel was in Manila and disappeared entirely. The man, it appears, was seated on the bulwarks talking to a carabinieri when he suddenly tumbled overboard and was seen no more. The steamer was then alongside the sign landing, inside the river, where sharks have not been known to enter so that the man's death is accounted for by his becoming suddenly faint and being quickly carried away by the particularly strong current which was running at the time, before help could be tendered him.

Lo AYUN, belonging to that very elastic occupation known as "coolie," was charged before Captain Thomsett this morning with carrying deadly weapons and with having no light or pass last evening. Paul Singh, P.C. No. 607, stated that he saw Mr. Lo in Queen's Road yesterday at 8 p.m. with two iron bars hid up his sleeve. When defendant was told to stop, he took to his heels, so the valiant Punjabee had to go off at "two-for" in pursuit, when he ran the thoughtless warrior to another earth. Mr. Lo merely said he was taking the weapons home for a friend, and was "shopped" for a couple of weeks' hard labor.

EDWARD DOWLING, hailing from England, an unemployed seaman, faced Captain Thomsett this morning on a charge of being a rogue and vagabond. William Currie, P.C. No. 40, stated that at about midnight last evening he found the defendant asleep on the steps of the Government Wharf. He took him to the charge room, where he confessed that he had no means of keeping body and soul together. He also gave different accounts of himself as to what he was and what he had been doing. In answer to the Magistrate Dowling said he had joined the *Great Admiral*, which is to sail to-morrow. His Worship discharged the toiler of the deep with a caution.

QUITE a large number of people visited the Gardens last night to listen to the excellent programme which the fine band of "The Buffs," under the able leadership of bandmaster H. Quinn performed. The evening was beautifully fine, a cool breeze making the air decidedly pleasant, and the "coolie" element was conspicuously scarce. There can be no doubt that these open air concerts are a great boon to the general public and the shipping community, who largely avail themselves of the treat. The best of all are due to the efforts of "The Grand Old Buffs" for giving the use of their band, and also to the musicians who so ably interpret the works of the great masters, both ancient and modern.

THE law as to lotteries, remarks a home contemporary, seems to be capable of some curious interpretations. The recent appeal of the Sheffield "Cheap Jack," for instance, shows that people may often tread on very dangerous ground without knowing it. The Cheap Jack in question had sold pound packets of tea from his tent on a piece of waste land near Darlington. Each packet of tea contained a coupon entitling the holder to one of a collection of presents. The magistrates held that the Cheap Jack had established a lottery within the meaning of the Act, and they fined him one pound and costs. Against this he appealed, but without success. The "present" system tea shops will have to be careful after this.

FEW finer horsemen ever held a rein, says a contemporary, than the jockey who has just died in poverty and obscurity at Newmarket; and as a judge of pace and a master of his hands Tom Aldcroft scarcely had a rival. His name will scarcely be remembered by the generation of racing men whose memory does not carry them back beyond the *death* of the most fashionable of modern jockeys: though Aldcroft was not a very old man at the time of his death, as is manifest from the fact that Gater and Fordham, who rode the winners of the Chester Cup the year before and the year after Aldcroft himself secured it in 1873 for Palmer the potter, are still among the leading jockeys of the day. Aldcroft had only just begun to ride at this period, and it was in the following ten years that he made such a name for himself. During that period he won the Derby of 1886 on Admiral Harcourt's Ellington; and there was some little scandal in connection with the success of The Flying Dutchman's only Derby winner, which need not now be revived. The year before, Aldcroft had won the Two Thousand Guineas on Lord of the Isles, who proved a better bargain to Mr. Merry than his expensive brother Lord of the Hills did to Mr. Stirling Crawford; and three years later he rode Sir Charles Monck's Gamster—a genuine Malton surprise—to victory at Doncaster. A few months after the St. Leger triumph of Gamster, Malton and Aldcroft scored another victory in a great race; for Lord Derby's Sagitta won the One Thousand at Newmarket; and three years later the skill of Aldcroft was put to a still higher test when he just squeaked Lord Falkmouth's Queen Bertha past the post for the Epsom Oaks. It was in the following season that Aldcroft won the Two Thousand Guineas on General Peel, and was second on him for the Derby to Blair Athol; and if Lord Glasgow, the most irritable of mortals, found fault with his trainer after the Epsom race, he had not a word to say against the jockey. Aldcroft rode winners of the Good-Cup, the Queen's Vase at Ascot, the Northumberland Plate, the Cesarewitch, and most of the great two-year-old races, and his reputation will probably survive that which attaches to the names of one or two of the jockeys now most in vogue.

CHIARINI'S Royal Italian Circus arrived from Manila by the steamer *George Juan*, and will give their opening performance at Bowrington to-morrow night. Full particulars will appear in our next issue.

A FRENCH investigator finds that, in proportion to its size, a bee can pull thirty times as much weight as a horse. The unfortunate individual who accidentally upset a beehive is firmly convinced that the French investigator is eminently correct in his assertion.

THE following advertisement which appeared in a newspaper at Rivina, New South Wales, shows the progress of higher civilization there:—"Wanted, a cultured gentleman capable of milking goats. A university man preferred. Applications, with testimonials as to proficiency, to be addressed," etc.

MR. H. E. WODEHOUSE is Coroner of Hongkong as well as Police Magistrate and Superintendent of the Government Fire Brigade. Now supposing a fireman was unlucky enough to lose his life in one of the many conflagrations with which we are certain to be visited between now and next China New Year, through an error of judgment on the part of the Superintendent, would it not be rather irregular for Mr. Wodehouse to preside at a Coroner's Inquiry in which he might perhaps appear as a defendant? There is really nothing unreasonable in this anticipation, and we are rather surprised that it did not strike His Excellency before Mr. Wodehouse's appointment was confirmed. It certainly seems to us as a matter of pure justice that it is not in the interests of the colony the same officer should hold the appointments of Police Magistrate, Coroner, and Superintendent of the Fire Brigade.

DONALD MACDONALD, P.C. No. 84, was again before Mr. Wodehouse this morning to answer a charge of being drunk and of assaulting Mary Rubenstein, a "soiled dove" in No. 4, Cochrane Street, last Monday, and further with damaging property to the extent of \$20. It appears Donald and a friend had repaired to the abode in question and after staying in the "cot" sometime, had a row with Mary over money matters, resulting in a general fray in which the lady "boss," some sister-doves, and a go-between were the component parts. The constable alleges that he never laid his hands on Mary's delicate form beyond pushing her away when she tried to tear his coat, and that his sole intention was to give the go-between a hammering because he wanted to interfere with what did not concern him. Mary, on her side, showed that she had sustained some damage to her carcase, arms and legs, and stated that the constable made free use of his boots on her ribs while his clenched fists were playing a "tattoo" on her upper quarters. His Worship further remanded the case till Monday, the 25th instant, refusing bail for the defendant.

AN American journalist has unearthed a man who is contented with his lot. There are so many of us who are never satisfied that it is quite refreshing to learn that a perfectly contented man has been found at last. This person lives the life of a hermit between Wyoming and Colorado, at a little cabin where the stage horses change. Nothing in the shape of vegetation will grow anywhere near his cabin, and water cannot be obtained within a radius of some miles. Yet the man is perfectly happy. The coach stops at his cabin once a day, and the man is always seen to be cheerful, contented, and "wreathed in smiles." His cabin is decorated with inscriptions, amongst others being the following:—"Hotel de la Starvation," "Fifteen miles to water," "Twenty-five miles to wood," "Wanted—a neat and tidy girl to do general housework," "God bless our home!" Yet he is never unhappy. Why should he be? He never sees a daily newspaper; the knock of the rate collector has no terrors for him, while he fears not the call of the landlord. He has no need of fashion books, his dress being simple, quiet, and inexpensive. No one ever asks him for a pass for a theatre, and he is not pestered with strips of paper inviting him to serve on juries or boards of guardians. Altogether there is every reason he should be happy, and none why he should be unhappy.

THE Blue Ribbon Army people are very angry with the Admiralty, who have, in their eyes, committed a grievous offence. It appears that a warrant officer on board the *Royal Adelaide* hung out signs of distress—we mean temperance—by sporting the teetotaler's emblem in his coat. For doing this "leave" was stopped for fourteen days. The matter was brought under the notice of the Commander-in-Chief, who remitted the punishment as unnecessarily severe, though he did not grant leave for the offending insignia to be worn in future. Mr. Macleay asked a question in reference to the matter in the House of Commons. The reply of Mr. Campbell-Bannerman, on behalf of the Government, was sensible and to the point. He explained the circumstances of the case as we have given them above, and remarked that the House would see how much inconvenience would arise if it allowed badges, however laudable their significance might be, to be worn by men in uniform. Besides the danger of their being mistaken for authorized decorations such as the Victoria Cross, the Grand Star of Egypt, or the Royal Humane Society, badges might come to be worn indicative of different opinions on social, religious, and political questions. It was, therefore, undesirable that any alteration should be made in the regulations applying to the uniform of Her Majesty's service. The House apparently quite concurred in the hon. gentleman's remarks. It would be extremely unfair to the holders of decorations which have been given for merit; while the possibility of other societies' badges coming into use is by no means remote. Armies blue or red, black or white, green or purple, seem to be the order of the day, and in course of time we might have the pleasure of seeing our sailors decorated like "merry Andrews." In private life men can decorate themselves as they like, and even tie themselves up with blue ribbon and red tape, if they feel like it.

UNITED Chapter, No. 1341, will hold a convocation of emergency, on Monday, the 25th instant, at 5 for 5.30 p.m. precisely.

JU ACHAI, a coolie, faced Captain Thomsett this morning on a charge of larceny of an iron chain valued at \$5, the property of the P. & O. company, yesterday. James Sutherland, boiler maker on board the British steamer *Nepaul*, stated that he placed the iron chain on deck and went to attend to some business. When he returned he was just in time to see Mr. Ju walking away with the chain concealed in his basket. The prisoner came on board with a basket load of coals and was going away with the iron chain hid in his basket. Anandh Doss, a fireman, stated that yesterday at 8 o'clock in the morning he saw the chain in court inside the defendant's basket, when he stopped the thief. The defendant stated that the charge was a false one, but he was, nevertheless, sent in for a six weeks' turn at shot drill and oakum picking.

RETURNING home from a party in St. Petersburg once, Prince Gortschakoff missed from the pocket of his overcoat his pocketbook containing 30,000 roubles. He at once informed the Chief of Police, who assured him that the thief would quickly be hunted down. Surely enough, before a week had passed the Chief restored to the Prince the entire sum of money intact, but without the pocketbook, which, he said, the thief confessed having thrown away to avoid identification. This was very well, but a day or two later, Gortschakoff putting on the same overcoat, was surprised to find in a pocket, overlooked before, the missing pocketbook containing unharmed the 30,000 roubles, which he really had never lost at all. The idea of restoring the supposed stolen money to the Prince from the public funds, in hope of thus winning favor for zeal and efficiency, speaks worlds for the police officer's ingenuity, but presents a curious phase of Russian official ethics.

The Times says—The King of Annam, according to Challeme-Lacour, is the instigator of piracy, and the supporter of Chinese pretensions. Relying either on the indifference of France or on the possible support of China, and very likely on both, he has failed to carry out the provisions of the Treaty of 1874. The French Government has now determined to show him that it is not to be trifled with. The projected expedition will occupy certain positions, and then await the day when the King shall see the wisdom of coming to an understanding. According to the official view which prevails in the French capital, the cost of the undertaking will be small. French action will still be pacific, we are told, if the King accepts the last chance about to be offered him, and even if he rejects it there will not be more than the semblance of resistance, the whole cost of operations being defrayed by the right which the French authorities will acquire of collecting customs and other duties. An industrious native population, in fact, looks to France for relief from the Annamite yoke, and so do many thousands of persecuted Christians. Such is at present the French official view of the matter. The whole object of the expedition is to secure the adequate fulfilment of the treaty concluded nine years ago, together with certain additions rendered necessary by subsequent events. There are, however, not a few counter considerations, of which, perhaps, too little account was taken by M. Challeme-Lacour, secure in the support of a large majority in the Assembly. They are considerations of a kind which a nation bent upon a forward policy, as France seems to be at the present moment, is very apt to overlook, though to outsiders like ourselves, who regard the whole question dispassionately and from a distance, they seem to be not without moment. China will not interfere, says M. Challeme-Lacour, and he treats the suzerainty of China over Annam and Tong King as a shadowy and unreal claim, such as might be theoretically asserted by England over certain portions of France. This is a view which does not seem to have been admitted without protest by the Marquis Tseng in his recent negotiations with the French Foreign Office. Indeed, it appears that communications have passed between the two Powers concerning certain military preparations undertaken by the Chinese Government, and the Marquis Tseng does not seem to have denied that these preparations had reference to the claim of China to the suzerainty over the Kingdom of Annam. It is very possible, however, that the French Government may have satisfied itself that China has no serious thought of interfering. China, said M. Challeme-Lacour, is not a military empire, and her demonstrations are not likely to be more than platonic. It may be so; China, as will have been seen from a letter from our correspondent at Shanghai, is in no very flourishing financial position, and would be naturally shy of a quarrel which would shake her commerce for a time. But even though China should remain quiescent—a contingency far from certain after all—it by no means follows that the French expedition to Tong King will be altogether a simple affair as the French Government seems inclined to represent it. As was pointed out by Mr. Colquhoun's letter, the mountainous parts of Tong King are inhabited by warlike tribes, very different in temperament and disposition from the peaceful Tong Kingese who are subject to the Kingdom of Annam. These tribes yield little allegiance either to Annam, or China, and are merely attached to their independence. Sooner or later the French will come into collision with them, and will be compelled for their own security, as has often happened to ourselves in like circumstances in India, to engage in the task of subduing them. The Tong King expedition may seem a small and simple matter for the present, but it will not tend to strengthen France in the long run. If it should involve her, possibly as a critical moment, in a desultory, exhausting, and unprofitable conflict with the hill tribes between Annam and China, no true friend of France can witness without anxious misgivings the development of the Republic of a useless and adventitious colonial policy.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PEARL SHELLING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—A little knowledge is said to be a dangerous thing, and so it would appear to be in the case of the evening paper or, rather, those who direct it. Three nights ago there appeared in the *China Mail* an extract from the *Foochow Herald* which was given as an item of legitimate news, the author of "Notes on Mauritius, Australia, &c.," doubtless having omitted mention of where the paragraph came from in the hope that he himself might get the credit of having written it. In my letter to you of the 20th instant, I made it pretty plain that neither the writer of the paragraph or the borrower of the same knew aught of the matter on which they were trying to hoodwink the public. The two latest editions of the *China Mail* very clearly show that the lower Wyndham Street print, which I understand is widely known here and elsewhere as the "Fish Rag," knew little about pearl-shelling business, or the country where that industry is mostly carried on. My previous letter was written for a two-fold purpose, viz. to let the general public have some idea of what the new company's chances of success were, and also to ventilate the subject of pearl-shelling in this colony, being myself an interested party in that enterprise. As I shall shortly give you full particulars of the pearl-shelling business carried on in the Straits, I will for the present only deal with the paragraph, three in number, which appeared consecutively in the *China Mail*. The first is about as idiotic a production as ever disgraced the columns of any newspaper which had the slightest claim to foresight; and it is difficult to imagine that any man, not altogether an idiot, could allow such a misleading report to appear, unless he did so for a purpose, which does not appear on the surface. Companies of the "bogus" description have often been floated by a side wind from a public print, and if the *China Mail* were giving the newly formed company a shove along which I don't consider at all probable, it would not be the first newspaper which has prostituted its columns to such a filthy purpose for the sake of gain.

The second paragraph on pearl-shelling which appeared in the *Mail* is almost as puzzling as the first. What it contains in the shape of news is of the most antediluvian order and not altogether accurate.

The third paragraph is as follows:—"We learn that the 'Australian Pearl-Oyster Shelling Company,' to which we referred a second time last night, was formed by the team who go up to Foochow every year from Australia. There are about a dozen shareholders. The Company takes over a business which has been successfully worked by Captain Miller of the *Catfish* during the last year, the last year a dozen boats, of about six tons each, are being built in Hongkong for the Company. Of course the Company does not reckon on getting any pearls; shells are the things sought."

Now, Sir, we are told firstly, that some fine and valuable specimens of these jewels (meaning pearls) have been shown in Foochow, and that one of them was valued at about £50. The general tenor of the paragraph was that pearls were being sought for and that there was every prospect of the project proving lucrative. Secondly we are treated to a lot of silly "boah" which only an ignoramus on pearl-shelling could have written; and lastly we are told, that "Of course the company does not reckon on getting any pearls; shells are the things sought for." Why, in the name of all that's wonderful can the *Mail* mean by these three paragraphs? If he has been engaged as the Company's touter he knows mighty little about blowing the Horn to the right tune. If the paragraphs were meant as items of news or with the idea of guiding the public, he is to be pitied. I will leave the great authority on pearl-shelling, Mauritius, Australia, &c., to revel in his ignorance for the present.

Yours truly,

AN OLD PEARL-SHELLER.

Hongkong, June 22nd, 1883.

[We have considered it advisable to expunge several rather strong remarks on our evening contemporary from our correspondent's letter—not that we consider them too strong a criticism of pretentious ignorance, but simply in view of the legal proceedings in which we are now implicated.—Ed. Hongkong Telegraph.]

MALAPROSPISMS.

No malapropisms are commoner than the often misused words "circumstance" and "incident," both being written indifferently as signifying mere matters of fact. Whether a "circumstance" is, in any case an allowable expression may be doubted. Circumstances stand around, and any one thing that stands around, unless it be a ring-fence or fog, is hardly conceivable as a possibility. But the gravity of the error lies in a distinction less obvious. A quarrel or accident in the street is not a "circumstance," but it may be explained or excused or accounted for by circumstances; a fire breaks out in a building and burns it to the ground—this is not an "incident," it is a fact. If anybody were to jump out of a window, while the fire was raging, that would be properly described as an incident. And again, if the supply of water were to fail, if the engines were slow or quick in coming if the engines were early or late any of these things would be circumstances; for they would surround the fact and modify its results. "Efficiency" (with its plural) is a Latin coinage, and yet most frequently misapplied to one of our familiar expressions. By "efficiency" irregularly meant evil odds, and of course an evil odds may be an outflow of foul air. But it may just as well be a stream of pure water. Many writers employ the adjective "efficiency," as if it belonged exclusively to "dread," whereas it may relate to all matters of luxurious living; and if the old summary laws should be revived they might reach the epicures who waste their patrimony on *Ball de Jolie* grasshoppers' bodies, "dread" being a regular word of early artifice. "Decimated" is a verb, which with its adjective participles "decimated" is ludicrously mistaken. Its original significance was grave and often terrible; for it meant no less than taking the tenth of a man's substance, or shooting every tenth man in a mutinous regiment, the victims being called out by lot. This appalling character of decimation lay in the likelihood that the innocent persons, slain in cold blood, might suffer for the guilty. A British soldier never vanishes when he is taken in a hard fought battle and comes off the field only decimated; that is to say, with nine living and unscathed for each man left on the field, might be accounted rather fortunate than the reverse. We come now to "holocaust," the use of which noun often betrays ignorance quite as gross. Thus the "devastating loss of life by the sinking of an excursion steamer" on the Thames was recorded as a "holocaust," a word which was set on fire indeed. *Macmillan Magazine*.

The Hongkong Telegraph.

No. 436.

FRIDAY, JUNE 22, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS
GIVE A
SILENT WHITE FLAME
AND EFFECT AN ECONOMY IN GAS OF
30 per cent.

they can be readily attached to ordinary
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic
shades—for DRAWING ROOM and DINING
ROOM.

LANE, CRAWFORD & Co.,
Agents for Hongkong.

**ARTISTIC PORCELAIN MENU
STANDS.**
HAND-ETCHED—MENU—AND—NAME
CARDS.

LANE, CRAWFORD & Co.

DEVORE'S NONFAREIL KEROSINE, 150
Degrees fire test, a perfectly safe OIL.

LANE, CRAWFORD & Co.
Hongkong, 29th May, 1883. [340]

Insurances.

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883.

**RECORD OF AMERICAN and FOREIGN
SHIPPING.**

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883. [470]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL TAELS 600,000, EQUAL \$433,333.33.
RESERVE FUND \$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., **LEE YAT LAU, Esq.,**
LO YOK MOON, Esq., **CHU CHIK NUNG, Esq.,**

MANAGER—HO AMEI.

**MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.**

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

**NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.**

THE Underigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th May, 1883. [393]

**YANGTSE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 400,000.00
PERMANENT RESERVE.....Tls. 200,000.00
SPECIAL RESERVE FUND.....Tls. 318,335.56

**TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 958,235.56**

DIRECTORS.

F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., **WM. MEYERSON, Esq.,**
A. J. M. INVERARY, Esq., **G. H. WHEELER, Esq.,**

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all
parts of the world.

Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

NOTICE.

**THE MAN-ON-INSURANCE COMPANY,
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

Notices of Firms.

NOTICE.

I HAVE this day Established myself as
MERCHANT & COMMISSION AGENT
at this Port under the name of PO SHUN
YANG HONG 洋行順保

CHEONG QUAN SANG.

CHONG YUEN STREET.
Canton, 1st June, 1883. [487]

Auctions.

**PUBLIC AUCTION
OF
ENGLISH AND CANTON-MADE
HOUSEHOLD FURNITURE.**

LANE, CRAWFORD & Co. have received
Instructions from R. COOK, Esq., to Sell
by Public Auction, at his Residence, No. 1,
Westbourne Villas, Bonham Road, on

TUESDAY,

the 26th instant, at Two O'CLOCK P.M.,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE.

Comprising:—
ENGLISH-MADE WALNUT DRAWING-
ROOM SUITE, WHATNOT, MARBLE-TOP
TABLES, MIRRORS, LACE CURTAINS,
CARPET.

DINING TABLE, MAHOGANY SIDE-
BOARD, GLASS, CROCKERY and PLATED
WARE, BOOK CASES, FENDERS and
FIRE IRONS, PICTURES.

BEDSTEADS with SPRING MAT-
TRESSES, LADY'S WARDROBE, CHEVAL
GLASS, MARBLE-TOP WASHSTAND and
DRESSING TABLE, INLAID TABLE and
CHAIRS.

Also,
A COTTAGE PIANO, by COLLARD and
COLLARD.

A Collection of Choice FERNS and FLOWERS
POTS.

TERMS—Cash.
Catalogues will be issued, and the Furniture
on view the day previous to the Sale.

LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 19th June, 1883. [485]

To be Let.

TO LET.

A TWO STOREY HOUSE (6 ROOMS)
with GARDEN, in Mosque Junction. The
above has Gas and Water laid on; and im-
mediate possession can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel. [18]

TO LET.

A GROUND FLOOR
AT NO. 8, OLD BAILEY STREET.
Apply on

THE PREMISES.
Hongkong, 8th June, 1883. [447]

TO BE LET.

**FIVE COMMODIOUS and well-VENTI-
LATED ROOMS** suitable for OFFICES
or a FAMILY DWELLING-HOUSE at No. 24,
Praya Central, corner of Pottinger Street.

Apply to
F. VINCENT,
8, Peel Street. [450]

TO LET.

FOR ONE YEAR from June next, the New
BUNGALOW at the PEAK on R. B. Lot
20, now roofed in and nearly completed, the
property of Mr. J. ENSTON SQUIER.

For all information, apply to
BIRD & PALMER.
Queen's Road,
Hongkong, 19th April, 1883. [397]

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
Company.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th April, 1883. [7]

Intimations.

**THE CHINESE INSURANCE COMPANY,
LIMITED.**

NOTICE.

THE TRANSFER BOOKS of this Com-
pany will be CLOSED from the 25th to
the 3rd instant, both days inclusive.

By Order of the Board of Directors.
J. BRADLEE SMITH,
Secretary.

Hongkong, 18th June, 1883. [481]

**HONGKONG AND CHINA GAS COMPANY,
LIMITED.**

THE TRANSFER BOOK of this Company
will be CLOSED from the 18th instant,
until the 2nd proximo, both days inclusive.

HENRY R. H. MARTIN,
Manager.

Hongkong, 14th June, 1883. [468]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.
A FIRST INTERIM BONUS of TWENTY
per cent. upon Contributions for the year
1882 has this day been DECLARED.

WARRANTS may be had on Application at
the Office of the Society, on and after the 21st
instant.

By Order of the Board.
DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [400]

MACAO.

WANTED TO RENT.
FOR TWO Months during the Summer, a
FURNISHED RESIDENCE in MACAO
the Praia Grande preferred.

Send Particulars to
C. B. A.
Care of Hongkong Telegraph.
Hongkong, 21st June, 1883.

LOST.

ON WEDNESDAY AFTERNOON between
Murray Pier and Government House,
A GOLD LOCKET, with MONOGRAM and
CREST.

The Finder will be REWARDED, if necessary,
on RETURNING the same to the
"HONGKONG TELEGRAPH" OFFICE.
Hongkong, 4th April, 1883. [450]

Intimations.

KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,

PRINTING AND BOOK-BINDING OFFICE.

THE PLANT is quite new, the machinery being of the best and most recent construction, and the type, which has been selected with the greatest care, includes not only all the Standard Fonts, but an immense variety of styles in FANCY LETTERS and ORNAMENTATION.

MERCANTILE PRINTING.
UNDER this head, we are prepared to execute Quickly and Cheaply all kinds of Book Work, Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery and Godown Orders, &c.; &c. We invite the fullest comparison of our Prices with those of other houses, whether in Hongkong or at Home.

FANCY PRINTING.
WE intend to make a specialty of this class of work. Having a most extensive and varied assortment of Fancy Type, which will be maintained at the highest possible Standard of excellence, by the addition of the newest designs immediately they are issued from the leading English and American Foundries, we are in a position to produce first class work, and feel confident that our efforts in this direction will give satisfaction.

GOLD-SILVER and COLOUR-PRINTING
WILL RECEIVE PARTICULAR ATTENTION.

MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS, WEDDING, AT HOME, and LAWN-TENNIS CARDS.

BOOK-BINDING.
BOOKS carefully bound in Morocco, Russia, Calf, Cloth, or in any required style. Special terms quoted for binding the books of Club, Customs, or Private Libraries. Music bound in limp leather or cloth, and finished in the best style of workmanship.

ACCOUNT BOOK MANUFACTURERS.
ACCOUNT BOOKS of every description, manufactured from Hand or Machine Made Papers, ruled and printed to any Pattern, however intricate, and strongly bound.

CHIT BOOKS of all kinds for Ladies, for Gentlemen, for Business, and for Official use. ALL CHIT BOOKS purchased from our stock will be lettered free of charge.

The office is under experienced European management and subject to our constant personal supervision.

Our prices will be found as reasonable as is consistent with sound workmanship and good material.

The Machinery at our command will enable us to undertake work of the cheapest kind, competing in this respect with the Chinese.

We shall at all times be glad to furnish Estimates.

KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

W. B. BREWER.

HAS JUST RECEIVED.

MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.
NEW CIGARETTES AND TOBACCOS.

CHEAP ACCOUNT BOOKS in Great Variety.
FASHIONABLE FANCY STATIONERY in BOXES; Very Cheap.
THIN OVERLAND BOOK, LETTER, and NOTE PAPERS and ENVELOPES,
at a Cheap Rate than can be laid down from London.

LETTER BOOKS, WATER WELLS, RULERS, and COMMERCIAL REQUISITES,
OF EVERY DESCRIPTION.

NEW BOOKS.
A Quantity of FRANKLIN SQUARE and SEASIDE LIBRARIES.

WALSH'S MODERN SPORTSMAN'S GUN AND RIFLE.
WHO'S WHO?

STATESMAN'S YEAK BOOK.
GILDER'S ICE PACK and TUNDRA.

LAWN TENNIS SETS.
CRICKET.
SULLIVAN'S NEW-OPERA "IOLANTHE."

SQUEEZER PLAYING CARDS and MARKERS.
BEZIQUE.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 19th June, 1883. [703]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD and BROCHI SILKS.
Brown and Green SILK LAVENTINE for Re-
covering UMBRELLAS.

NEW WHITE DRESS MATERIALS in Great Variety.

EGYPTIAN and VICTORIA LAWNS.
DRESS SATTEENS in every Colour.

White Swiss Checked DRESS MUSLINS.
Boys' GALATEA, HOLLAND, DRILL, and
FLANNEL Washing Suits in every size.

Ladies' FANCY POMPADOOR COSTUMES.
NEEDLEWORKS and INSERTION to Match all Widths.

Black and Coloured SILK-MITTS.
CHEAP VALENCIENNE LACES.
An entirely new Stock of LACES, UMBRELLAS,
VICTORIA MUSIC BOOKS.

EAU DE COLOGNE.
PEARLS SOAP.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 20th June, 1883. [249]

"NOVELTY STORE,"

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE and SILVER FILIGREE WORK,
COMPRISING—

White and Black Silk Trimming Lace.
Cotton Trimming Lace.
Silk Handkerchief Border.
Silk Circular and Square D'oyleys.
and Black Silk Fichu.
Silk Parasol Cover.
Cotton Parasol Cover.
Silk Veil and Scarf.
Silk Collar and Cuffs.
Silk Collar Breast Pendant.
Silk Collar Breast Pointed.
and Black Silk Necktie.
Silk Mittens.

Silver Filigree Pendant, St. John's Cross and Crown.
Earrings to match the above.
Fancy Pendant.
Plain Chain Necklet.
Fancy Locket.
Fancy Bracelet.
Brooch (Love Knot).
" (Shell).
" (Slipper).
" (Circular).
" (Fan).
" (Lily).
Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE
CHARGED FOR AT COST PRICE.

S. MEYERS,
MANAGER.

Hongkong, 11th June, 1883. [28]

FOR SALE.

THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the GOOD-WILL, FITTINGS, and FURNI-
TURE Complete of the Old Established and
well-known establishment known as the "NA-
TIONAL HOTEL," situated at Nos. 221 and 224,
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.

For further Particulars apply to
JOHN OLSON,
National Hotel.

Hongkong, 14th June, 1883. [467]

FOR SALE.

WOODBERRY COTTON CANVAS,
No. 1 to 10.

WOODBERRY RAVENS DUCK, 4 1/2, 12 1/2,
U.S. HAMMOCK DUCK, 4 1/2, 12 1/2,
"AMERICAN COTTON DRILL
COTTON TWINE—5, 6, 7, 8 Fold.

HENRY'S CANVAS, No. 1.
WILLIAM DOLAN,
21, Praya Central.

Hongkong, 21st June, 1883. [495]

Shipping.

STEAMERS.

FOR PAKHOI.
THE Steamship

"PING-ON."
Captain McCaslin, will be despatched for the
above Port, TO-MORROW, the 23rd instant,
at DAVLIGHT.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, 21st June, 1883. [494]

**FOR SYDNEY, MELBOURNE, AND
ADELAIDE.**

(Via, FOCHOH, and outside of NEW-GUINEA),
granting through Bills of Lading for other
AUSTRALIAN and NEW ZEALAND PORTS.

THE Steamship

"OCEAN."
Captain Brown, will be despatched for the above
Ports, at DAVLIGHT, on SUNDAY, the 24th
instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 19th June, 1883. [482]

**NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.**

THE Steamship

"STAMBOUL."
Maigre, Commander, will sail on TUESDAY,
the 26th instant, for MARSEILLES, via
SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave, to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewards.

FARES. 1ST CLASS, 2ND CLASS.
Hongkong to Marseilles, \$300 \$240.

RETURN TICKETS are now granted by
the Steamers of this line available for the
undermentioned periods, to be reckoned from the
date of arrival at Marseilles of the Steamer for
which the Ticket is issued to the date of re-
embarkation there of the Holder of the Ticket.

6 Months.....\$120.....\$100
12 Months.....\$240.....\$200

Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 22nd June, 1883. [435]

**AUSTRO-HUNGARIAN-LOYD'S STEAM-
NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, and TRIESTE.**

(Taking Cargo at through rates to CALCUTTA,
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).

THE Company's Steamship

"MEDUSA,"

Captain G. Ragusin, will be despatched as
above on WEDNESDAY, the 27th instant, at
NOON.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th June, 1883. [460]

UNION LINE.

FOR YOKOHAMA.
THE Steamship

"OXFORDSHIRE."
Captain Jones, due, on or about the 27th instant,
will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 20th June, 1883. [492]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and FIJI).

**THE Eastern and Australian Steamship
Company's Steamer**

"MENNUIR."